

PASSING OF STORM ENDS THREATENED FAMINE IN COAL

Gale and Ice Bring Death
and Injury—Delay
Trains.

The threat of the sleet, hail and snowstorm ended in bright sunshine soon after daybreak this morning. With it disappeared the menace of a coal famine due to the rapid usage of coal reserves and the blocking of railroad service.

Though the clouds from time to time cut off the sunshine, there is official assurance that the storm is over.

The Weather Bureau prediction to-day is in substance: "No more snow. No lower temperature than that of this morning. Gradually rising temperature and slackening winds until Saturday evening, when southerly winds are expected to make Sunday comparatively warm."

There is every prospect that all Smith will have a bright inauguration. Warned by accurate predictions of the storm's coming, issued for two days by the Weather Bureau, transportation companies, the Street Cleaning Department and householders were prepared with a counter attack and the worst inconveniences caused by the storm were the freezing of the sleet and following hail and later the driving of the powdery snowflakes by the gale into subway and elevated stations and into every ventilator and open crevice of cars on the surface.

Local railway traffic was only slightly affected. Trains passing through the northwestern part of New York State were delayed for from one to two and a half hours. Trains coming from the West by way of Pennsylvania and the South were practically on time.

The Transit Commissioners' inspectors said that the worst inconvenience within the city limits was the blowing down of trolley and feed wires by the gale and the glazing of trolley wires and the third rail in outlying sections of Brooklyn, Queens and the Bronx. There was a serious delay in Canarsie and on the Union Railway and near the upper terminals of the subway and elevated lines.

By 5 o'clock Street Cleaning Commissioner Taylor had 4,500 "regulars" sweeping and shovelling, and had enlisted 10,000 extra men; there were 2,500 cars and trucks on emergency snow removal service and 400 pieces of special snow removal motor apparatus were scraping and piling the slight drifts. Mr. Taylor predicted that he would have the streets in normal condition before dark.

The gale whirled havoc in Staten Island, tearing down ice-weighted wires, blowing down telegraph and telephone poles and piling up drifts. Trolley service was suspended for several hours. Tremendous seas piled up against the south shore of the island so that all-the-year bungalow dwellers walked a mile or more inland.

LINER MONROE IN, DELAYED THREE DAYS BY STORM

Rode 40-Foot Waves for
Days—Passengers Give
Skipper Vote of Thanks.

The President Monroe of the United States Lines arrived three days late at Hoboken this morning after what Capt. P. H. Kreibohm called one of the two roughest voyages he had ever known in a lifetime spent at sea.

"The roughest trip I ever had," he said, "was in 1915, when we rescued ninety immigrants from the British ship 'Vultur'." For that he was made a Knight of the Belgian Crown, got a medal from the British Government and received a watch and chain from Congress.

"We left Cherbourg this trip on Dec. 17," the Captain continued, "and almost all the way to the Grand Banks we encountered dangerous, mountainous seas. The waves at times were forty feet from crest to dale, and the gale was 90 to 100 miles an hour. For three days, Wednesday, Thursday and Friday of last week, we could make only four knots an hour. Our average for the whole voyage was only 11.31."

The skipper got a vote of thanks from the seventy-eight passengers for bringing them safely through. Joseph K. Parker, the second steward, said he saw the Calveston flood and was less impressed by it than by the storms of this voyage.

"The chess players had to quit,"

to seek shelter with neighbors on higher ground. The breakers were more noisy than dangerous. There were no reports of damage done by them.



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"The Gift Shop of Fifth Avenue"
FIFTH AVENUE AT 39TH ST.

MANY SHIPS TELL OF DISASTER IN SEVERE GALES

Reports from the Atlantic Ocean by wireless and from New England and the Great Lakes indicate that other parts of the Eastern United States were hit much harder by the storm than New York City.

The motor freighter Munmotor, which has been calling for help since yesterday afternoon, got in touch with naval communications just after daybreak to-day. Capt. Diamond reported he was sixty miles southeast of Five Points Light, waterlogged, listing to starboard and making only five and a half knots. He asked for immediate assistance.

The Coast Guard cutter Kickapoo was sent out from Cape May to his aid. Capt. Diamond said he had received offers of help from several vessels, but they had not been able to find him.

The Munmotor is a Shipping Board vessel formerly known as the Courtoise. She has a crew of forty-two and left Newport News two days ago for Boston with a cargo of coal. She is operated by the Munson Line.

Coast Guard cutters out of Newport News are hunting off the South Carolina coast for the Grace Line Steamer Santa Rosa, which has reported that she is on a reef.

The gasoline cruiser Fox, was reported stranded and burning off Sandy Hook. She is understood to have had liquor aboard. If her crew saved themselves they did not report to the Coast Guard.

A wireless message from the steamship Norfolk Maru informed the agents Harris and McGill that Capt. Margos intended to stay east of Ambrose Light until the heavy going was better.

The schooner Maze Peabody with a crew of four was reported in trouble 60 miles off Norfolk.

A motor launch came ashore at Manasquan, N. J. No one was aboard. There was a man's dress coat and a mitten in the cockpit. She had the Federal license number K-12090 and is believed to have been owned in Brooklyn.

Orkin's

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YEAR-END CLEARANCE WINTER APPAREL

Drastic Pre-Inventory Price Reductions
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| 180 Silk and Cloth Dresses
Fashionable models for street and afternoon wear of Canton crepe, velvet and Poiret twill. | 10.00
Formerly to 22.00 |
| 150 Smart Afternoon Dresses
New models of taffeta and Canton crepe in a variety of attractive styles and colors. | 14.00
Formerly to 29.75 |
| 143 Street & Afternoon Dresses
Including tailored Poiret twills and daytime models of taffeta and Canton crepe. | 18.00
Formerly to 34.75 |
| 133 Informal & Daytime Dresses
Ultra-Smart models in flat crepe, Romaine crepe, chiffon, taffeta and Poiret twill. | 28.00
Formerly to 49.50 |
| 125 Higher Cost Dresses
Distinctive types for evening, dinner and daytime, of chiffon, lace, velvet, taffeta, flat crepe and Canton crepe. | 34.00
Formerly to 69.50 |

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| 110 Raccoon Collared Topcoats
Splendidly made coats of fine heather tweeds in desirable colors. | 18.00
Formerly to 35.00 |
| 130 Caracul Collared & Cuffed Coats
Bloused and straightline types of warm coatings and smart lines. | 28.00
Formerly to 49.75 |
| 128 Beaver & Squirrel Collared Coats
Others with caracul or wolf, some with cuffs, all of rich deep-piled fabrics. | 38.00
Formerly 65.00 |
| 110 Distinctive Fur Trimmed Coats
Ormandale, lustrous and panvelaine, with platinum wolf, monkey fur, caracul, beaver or squirrel. | 68.00
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Distinguished models of Fashiona, Ormandale and Patricia combined with luxurious furs. | 78.00
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- | | Originally | Reduced to |
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| Natural Muskrat Coats, three-quarter length | 135.00 | 89.50 |
| French Seal Coats, full-length skunk collar... | 255.00 | 165.00 |
| Hudson Seal Coats, finest Northern Muskrat, full-length; skunk collars and cuffs... | 450.00 | 275.00 |
| French Seal Coats, first quality, full length... | 165.00 | 95.00 |
| Caracul Fur Jaquettes, some with fox collars to match... | to 165.00 | 75.00 |

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The Firm Footing for Wear and Tear of
Every-day and Correct Outfitting Sunday



Sketch A.



Sketch B.



Sketch C.

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\$4.95

Buster Brown mahogany calf oxfords; shield tip; rubber heels. In sizes 2½ to 7 years. (Sketch C)

Growing Girls' Sport Oxfords
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Scotch grain Buster Brown oxfords for growing girls. Perforations; rubber heels. 2½ to 7. (B)

Growing Girls' Calf Oxfords
\$5.90

Buster Brown tan calf oxfords with straight tip. Rubber heels. In sizes 2½ to 7 years. (Sketch A)

Big Boys' High Shoes: 9 to 14
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